SPAIN:
Background and current status on the implementation of a Safe System.

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**LEAD AGENCY IN ROAD SAFETY**

- Chairs (Minister of Interior) the National Road Safety Council, a high level group of consultation with representatives of:
  - Ministries, Regions and Municipalities with responsibilities affecting road safety.
  - Organizations and associations of road users and victims, manufacturers, transport and traffic companies, insurance companies, health sector, driving schools, unions.


- Has direct responsibility for: traffic rules inside and outside urban areas (incl. speed limits); traffic management and enforcement outside urban areas; driving licensing; penalty point system; vehicle registration; coordination of research on road safety; national registers of drivers, vehicles, accidents, sanctions, penalty points.
Road traffic injuries: Spain in the WHO 2013 report

- Among the 20 countries with the lowest fatality rates, out of the 180 countries covered.
- Among the 28 countries with laws covering:
  - Speeds.
  - Seat belts.
  - CRS.
  - Helmet.
  - Alcohol.
- Still room for improving enforcement (score 6/7 over 10)
Our place in the EU

Road safety management: major breakthroughs

**1976:** National Road Safety Council

**1980/81:** First Road Safety Programme

**1989-2004:** Annual Road Safety Plans

**1992:** Road Safety Strategic Plan 1992-1999

**2004:** Road Safety Strategic Plan 2005-2008

**2011:** Road Safety Strategy 2011-2020

2012-2013: Vision 0 discussed in Parliament and presented to the National Road Safety Council

<table>
<thead>
<tr>
<th>Year</th>
<th>Fatalities</th>
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<tbody>
<tr>
<td>1960</td>
<td>2,288</td>
</tr>
<tr>
<td>1989</td>
<td>9,344</td>
</tr>
<tr>
<td>2003</td>
<td>5,399</td>
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<tr>
<td>2013</td>
<td>1,680</td>
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1980s and 1990s: Road safety Programmes and Plans (mostly annual).

**Road Safety Strategic Plan 2005-2008**

- 4-year horizon.
- No vision, but a very ambitious target (-40% reduction of fatalities over 2003-2008).
- Measures of significant short and medium term impact.

**Road Safety Strategy 2011-2020**

- 10-year horizon.
- Vision: “The citizens have the right to a Safe Mobility System in which everyone, citizens and agents involved, has a responsibility”.

Vision Zero explicit and adopted by DGT

- 0 Pollution/0 Congestion/0 Victims/0 Public Debt+Competitiveness
Road emissions -- Spain 2011

Evolution of GHG emissions 1999-2010

- Spain: Rank 5th in the EU27 in terms of GHG emissions.
  - 37% of emissions related to transportation, of which 63% related to passenger cars.
  - Transport: consistently 1st or 2nd source of emissiones, depending on the gas considered.
- No improvements in NO₂ emissions, and increase in PM10.
- 800 M € spent in buying emission rights.

Source: Ministry of Agriculture, Nutrition and Environment.
What’s been achieved so far:

- Political commitment.
- Social awareness of road accidents as a public health problem.
- A recognizable lead agency (DGT).
- A consolidated body for the coordination of authorities and stakeholders.
- Social and political consensus on main risk factors and on some key measures to tackle them.
- Acknowledgment of the role of Road Safety Strategies in improving road safety.

Ongoing work:

- Building on Safe System and Vision Zero.
- Strengthening shared responsibility.
- Focus on vulnerable road users (pedestrians, cyclists).
- Safe speed limits: reduction of speed limits on rural and urban areas.
- Safe drivers: alcohol and drugs.
- Safe roads.
- Safe vehicles: implications of an ageing vehicle fleet.
- Information systems: police records+hospital data+forensic data.
THANK YOU!